

The Fireman's Journal

AND MILITARY GAZETTE.

MARCUS D. BORUCK, Editor.

SAN FRANCISCO

SATURDAY, AUGUST 21, 1858.

Exempts.

An adjourned meeting of the Association of Exempt Firemen of the City and County of San Francisco, will be held on Monday evening next, August 23d, at 8 o'clock, at the Hall of Sansone Hook and Ladder Company No. 3.

Every member is requested to be present, as the election for officers will take place on that evening; and none but those who have signed the constitution, will be allowed to vote.

The constitution is now ready for signatures at the office of this paper.

By order, MARCUS D. BORUCK,
Secretary pro tem.

SAN FRANCISCO, August 21st, 1858.

Col. Florence Mahony.

By the arrival of the "Golden Gate," on Sunday last, the melancholy and unexpected intelligence was received of the death of Col. Florence Mahony, ex-President of the San Francisco Fire Department, and for many years one of the most energetic and active members of the association. Col. Mahony left this city on the "Golden Gate" on the 15th of July, and from the time of leaving port until his death, was seriously indisposed. Upon his arrival at Acapulco, he rallied somewhat, but relapsed and died on the 14th inst. Every care and attention was bestowed upon him that was possible, on the part of his friends, and those belonging to the ship, but all to no avail. He was buried in the Gulf of Tehuantepec, the prayers of the Episcopal Church being read over him by Captain R. L. Whiting, then in command of the "Gate." Every effort was made to keep the body of Col. Mahony and bring it to this city for interment; J. M. Merrill of Howard, 3, and Wilson Eldridge of Monumental 6, being on board at the time, offering to bear all the expenses, but for reasons not necessary to mention here, it was found impossible.

Col. Mahony was one of the early pioneers of California, and established in business as one of the firm of Case, Heiser & Co.; and in all his transactions, and the vicissitudes of his business relations, he was looked upon as an honorable, upright, and conscientious man. He joined the Fire Department in its infancy, attaching himself to Howard 3, and afterwards joining Sansone Hook and Ladder 3; his certificate in that company dating April 19th, 1851. He was a thorough fireman in his feelings, impulse and ambition; sympathizing with his brethren in all the changes of tide. In his advocacy of any policy in connection with the Department, he was most assiduous and pertinacious, and never rested until his object was accomplished, as in the case of No. 14. As a man, fireman, and delegate, he was respected by all who came in contact with him; and while differing with others on men and measures, honesty of motive was always imputed to him. On account of his impartiality and the confidence reposed in him, he was twice elected President of the Fire Department, as a compromise candidate, and only resigned the position when leaving for the Atlantic States. Upon the receipt of the news of his death, the flags of all the engine and truck houses, and of this office, were hoisted half mast, and the house of Sansone Hook and Ladder Company No. 3, appropriately draped in mourning.

At the time of his death, Col. Mahony was on his way to Providence, Rhode Island, to meet his wife and daughters (his son is in Maryland), who had preceded him a few months. In their grief we tender them our heartfelt sympathy; for to know full well how heavy the burden must be to bear. Between himself and family the tenderest and most perfect love existed, and thus to be deprived of him, is sorrow indeed.

In another column may be found the requisition of Chief Engineer Whitney, for repairs and supplies for the Fire Department, presented at the meeting of the Board of Supervisors, on Tuesday evening last, and referred to the Fire and Water Committee, with power to have the request of the Chief Engineer complied with. There were present at the meeting, Supervisors Burr, Van Allen, Benchley, Tennent, George, Lane, Palmer, and Sneath.

This action on the part of the Board of Supervisors is most judicious, and their promptness to meet the wishes of the entire Department, deserving of praise; and that it will be appreciated by the firemen, there is not the shadow of a doubt. It will prove conclusively to them, and with a greater effect than all the words spoken or written, that the Board of Supervisors are heart and soul with the Department, when the demands of the latter are in reason. The passage of the measure which calls forth this article, will enable the Board of Supervisors to point with pride to the organization in whose behalf they have so nobly acted; and they will be able to say, that for the last three years, the Fire Department, at the opening of the inclement winter season, never was so well provided with all essential conveniences and appliances to render it effective. Everything asked for by Chief Engineer is actually needed by the Department, and the amount, although it may appear large at first sight, properly expended now, would be swelled to double the amount, if there was any delay in the matter.

In connection with this matter, it is a source of gratification to us to know that owing to the careful, considerate and economical manner which has characterized Chief Engineer Whitney's management of the Fire Department, his recommendations are met with such a spirit of liberality by the proper authorities. In other cities, the great difficulty is, that the Chief Executive of Fire Departments are antagonistic to the civil authorities; and the result is that no branch of their organizations is properly cared for. Here, however, a different state of things exist. The Chief Engineer and city authorities work harmoniously together, and the result is, property to all concerned.

In referring to this subject, and without being considered invidious, we must particularly and give all praise to Messrs. Lane, Benchley, and Tennent, who compose the Fire and Water Committee, of the Board of Supervisors. These gentlemen have always acted with an evident wish to do all that was consistently in their power to advance the interests of the Fire Department, and to them is the organization under special obligations. Mr. Lane having resigned as Chairman of the Fire and Water Committee, on account of being on several other important committees, Mr. Thomas Tennent, a man well known to the entire Department, for his honorable, upright, and well-considered course of conduct, and one who will do his duty regardless of all influence, has been placed in his stead.

OBITUARY.—There should be a grand celebration on the introduction of the Bendley Water Works into the city. Who sends the idea?

Volunteer 7.

There was published last week a long card from Volunteer 7, setting forth the grievances and hardships of that company since its advent into the Fire Department. In regard to that portion which is particularly composed of hints and insinuations against the Chief Engineer, as to the probable motive power of his desire to disband No. 7, we have nothing to say; but in regard to the engine which Chief Engineer Whitney recommended the Board of Supervisors to purchase, and the expenses of the company, we have something to say.

Mr. Lane left this city in March, 1856, for the Atlantic States, on matters of business, and also for the avowed purpose of procuring a "large and powerful engine" for the use of his company, a draft of which was presented at a meeting of the same, prior to Mr. Lane's departure. The cost of the engine was to be \$6,000. Mr. Lane returned to this city on Tuesday, October 14th, 1856. Upon his arrival here, he met the editor of this paper and gave him the items which made up the following article, published by him, on October 18th, 1856:

Volunteer 7.—The new Humann engine, purchased by Mr. John C. Lane, the former, for Volunteer No. 7, at a cost of \$6,000, is to be a very superior apparatus. Her cylinders are eight inches. Unlike the other Humanns here, she is to have two beams, her motions are to be carried underneath the engine; setting about eighteen inches from the ground. She has two vacuum chambers, and the air chamber rises high above the box, coming up between the two beams. That part of the chambers above the edge of the box, are to be highly polished, as well as all the pool for the rope is placed at the base of the tongue; very elegant scroll work rises from the standards on either side, from which is to be suspended a magnificent lantern, upon each side of which is to be a clear sounding bell. The color of the engine is to be maroon, and she will be painted and embellished in the most elegant manner. The engine is to be completed and in the possession of the company about the first of May.

In addition to the above, and while the editor of this paper was sick, Mr. Lane met Mr. Chase, the proprietor of it, at the New York Dining Saloon, on Merchant street, on September 23rd, 1857, one year afterwards, and imparted more information in regard to the new engine, and induced him to write the following notice, which appeared on September 20th, 1857, in this paper:

VOLUNTEER 7.—The new engine being built for Volunteer 7 of this city, by Messrs. Humann & Co., will surpass all the engines of the Philadelphia build as well as the Boston. She will have two beams instead of one, as is the case with all Humanns, which will cause her upper works to resemble somewhat those of Monumental 6. The cylinders are eight inches, and the air chamber rises high above the box, coming up between the two beams. That part of the chambers above the edge of the box, are to be highly polished, as well as all the pool for the rope is placed at the base of the tongue; very elegant scroll work rises from the standards on either side, from which is to be suspended a magnificent lantern, upon each side of which is to be a clear sounding bell. The color of the engine is to be maroon, and she will be painted and embellished in the most elegant manner. The engine is to be completed and in the possession of the company about the first of May.

Now this is the engine recommended by Chief Engineer Whitney, and not an engine inferior to it in every way, brought out here simply for speculative purposes by Mr. Lane, and which was sold to the Hudson Bay Company for \$1,700, and which he desired to sell to the city for \$2,500. The engine which Mr. Lane agreed to furnish his company, or rather a portion of it, now reposes on the shelves of Humann's manufactory, in consequence of Mr. Lane's non-fulfillment of his contract with the builder.

In the card emanating from Volunteer 7, it is made to appear, that the city has paid but little towards its maintenance; but that is a matter of difference of opinion, and we will endeavor to show by facts and figures, why we think the card of No. 7, is essentially wrong. What the expenses of the company were, prior to their being admitted into the Department, have no bearing upon the matter at issue; but for the sake of argument, we will allow them.

The card states that the company served the city for one year, until June, 1854, at expense to themselves of \$2,347; and from that time, until February, 1855, a period of three years and nine months, they were compelled to meet an expense of \$5,171, making with the other \$7,518. In addition to this expense, we find, on reference to the books of the Fire Department, that while all this immense outlay was being made by the members of the company, the city was called upon to meet the following demands made upon the treasury, incurred in the support of Volunteer 7:

Aug. 16	Repairing house of No. 7.	\$ 100 00
" 30	Paid John C. Lane, for work done on 7's house.	535 00
Sept. 26	Raising house of No. 7.	1604 25
Jan. 1855	"	"
Feb. 12	Applegate & Haskell, repairs, painting, etc., on No. 7.	245 00
" 12	Solon Page, lumber for the engine.	162 00
March 6	Applegate & Haskell, work on No. 7.	250 00
" 19	Owner & Sikes, rope for No. 7.	18 40
June 8	Hosack & Co., work done on No. 7.	650 00
" 27	W. H. Moore, work on Volunteer 7.	31 00
Sept. 23	Couplings for 7's engine.	14 00
Nov. 21	J. Berry & Co., work done on No. 7.	133 75
1857.	"	"
May 12	John L. Ottignon, work on No. 7.	19 00
" 27	John L. Ottignon, work on No. 7.	4 00
June 12	Applegate & Haskell, work on No. 7.	62 00
" 27	W. H. Moore, work on No. 7.	92 00
Oct. 14	John L. Ottignon, work on No. 7.	9 00
Nov. 23	C. Walsh, work for No. 7.	7 00
Dec. 25	"	16 00
1858.	"	"
Feb. 22	John L. Ottignon, work on No. 7.	6 75
March 19	C. Walsh, work for No. 7.	12 00
Total.		\$15,928 65

It will be seen by this statement, which is correct in every particular, that independent of the amount disbursed by the company, the city has paid out \$15,928 65 for its support. In that amount not a word is said about lights, stewards' fees, and rent of house for a long time at \$125 per month, and after it was reduced to \$70, and which would swell the amount to at least \$20,000; and add to this the amount the company have expended, and we have a grand total of \$27,518 65. What has been done with the money we have no means of knowing, but independent of the house and lot, the company have nothing to show for it. When it is taken into consideration that it is stated it has been expended on an engine using oil, and is unworkable by the company using it, and the same engine afterwards sold for \$100, and placed in immediate and effective service, the statement of No. 7, appears strange to say the least of it. The Foreman of No. 7 never notified the Chief Engineer that he intended to give up the engine in question; neither did he inform him that No. 7 had taken the liberty to disband themselves, when the members of that company knew perfectly well, they had no authority to do so without his consent. If every company in the Department pursued a like course, what security would there be in time of need? none, whatever; and the Chief Engineer would never know what reliance could be placed in the command, supposed to be under him.

Elsewhere in his report Mr. Whitney recommends the erection of a new house for one Engine Company, and a new truck for a Hook and Ladder Company.

This extract we make from the card of No. 7, and in answer to it will say, that the companies alluded to have done more to enhance the prosperity of the city of San Francisco, than No. 7 would do in the next twenty years, if ever. Those companies are Howard No. 3, and Sansone Hook and Ladder No. 3. Their history is the history of the city, and their great services known; and it is a little too late in the day for No. 7, or any other branch of the Department, to attempt to traduce them. Their certificates of exemption date among the very first, and they are entitled by every sense of right and justice, to all that has been asked for them. Long before No. 7 thought of organizing, long before those who claim under her banner to be such active firemen, Howard 3 had three houses burned down, while battling for the property of others. The "Howard Company" did good service at the fire on Christmas Day, 1849, with the "Oahu Engine," borrowed from Starkey, Janion & Co., the fire being in the "United States" next to the Parker House, more than four years before No. 7 was admitted into the Department.

Mr. Whitney concludes his report with the statement that it is somewhat strange that with the engines which occasioned Hall bell alarms, and to which No. 7 responded, should have occurred on meeting nights of that company.

From our Regular Correspondent.

SACRAMENTO, Aug. 19, 1858.

Editor Fireman's Journal.—Since your last issue the fires and alarms may be summed up as follows: On Sunday morning, about 5 o'clock, the entire Department, at the instance of 3's bell were called out to extinguish a pile of rubbish on 5th street, between K and L, which was done with but little difficulty by a hydrant stream from No. 4. About an hour later, the Department rallied to subdue a fire at the house of Neptune House Company, which is located on the corner of 4th and J streets. The canvas was ignited in an adjoining vacant room, and was undoubtedly the work of an incendiary. This Company, through the energy of their present foreman, have expelled from their midst a horde of itinerant "bummers" who have disgraced it for a year and more, and by those reveregeal scoundrels it is supposed the building was fired. One being detected, would put an end to such reveregeal recklessness. On Tuesday evening about 6 o'clock, the building formerly called the "Diana," on J street, between 2d and 3d streets, was discovered to be on fire, and despite the efforts of our gallant boys, the old frame was consumed. The "Fashion" building adjoining caught several times on the roof and would have been destroyed had it not been for the timely assistance given by Mr. P. Holland, who "shined" up to the roof and extinguished the fire with buckets of water. No. 3, had first water at this fire.

Mr. Riker of No. 1, has been lying dangerously ill, for several days past, but at the time of writing this, he is said to be better; his disease is dropsy. Jack Houseman, that prince of good fellows, has returned from Fraser and is satisfied to remain at home.

No. 5 is again in trouble; a majority of the Company is in favor of electing a new leader or withdrawing, and I am told the next meeting will decide almost life and death as to the perpetuity of the Company. Their former foreman is very much missed and the Company are by no means in as good a position as formerly.

Geo. Pliber of 6, was injured by being run over while going to the second alarm on Sunday morning; he is able to be about.

Letter from Sacramento.

SACRAMENTO, Aug. 17th, 1858.

Editor Fireman's Journal.—Your new correspondent "Slumgullion" (a very appropriate name), must try his hand again; he may be better posted on fire matters. He exposes his ignorance when he asserts that the Hook and Ladder Companies scarcely turn out a "corporate guard." So far as Alert Hook and Ladder Co. is false, is concerned, he knows the assertion to be false. Since the first organization of the company, in September, 1852, they have never, whilst on duty, missed an alarm; that is, one that would justify rallying. Taking into consideration the number of men on their roll, they turn out much better than many of the would-be crack Engine Companies, with from forty to fifty men on their rolls. Has "Slumgullion" ever seen a fire in this city, where the "Alerts" were not on hand, with men enough to do their duty, when required? I reckon not. He talks of consolidating the two Hook and Ladder Companies. How can it be done? One of the companies might be disbanded, but consolidation would not work. Which company would he have disbanded? Surely not the "Alerts," as they are incorporated and are located where a Hook and Ladder Company is more needed than in any other portion of the city.

The correspondent of the *Spirit of the Times* had also better post himself before he writes about particular companies. How long since he discovered that No. 6 is hard pushing No. 2? I will confess there was a time when No. 2 was worried by them, but that time has past; she has lost all fear of No. 6. Their jumper does not come within hailing distance of No. 2's Engine.

I hope your correspondents will leave the "Honey Bees" and "Alerts" to pursue the even tenor of their ways. They are doing very well, and do not crave newspaper notoriety.

Yours, HAND-IN-HAND.

CART STEEL BELLS.—Tiger 14, have provided themselves with one of these bells, manufactured by Messrs. Taylor, Vickers & Co., Sheffield. It weighs 690 pounds, and is to be placed in the cupola of their house immediately. The agents here are Messrs. Corcoran & O'Connor, Front street, near Pine. The best we have seen of this make are really of a sweet tone, and appear to be all that is claimed for them. They are said to be stronger every way than those made of composition and bronze, and at the same time are lighter and not so liable to break when used, on account of atmospheric changes. The sound is much purer or more melodious than those spoken of above, and can be heard at a greater distance, on account of the elasticity of the steel. Firemen throughout the State should give their attention to these bells as they are eminently superior to any other kind.

ST. FRANCIS H. AND L. 1.—An annual election for officers of this company was held on Monday evening; the following were selected: President, George W. Gibbs; Foreman, George A. Worn; First Assistant, H. Barollett; Second Assistant, F. O. Wegener; Secretary, H. Reese; Financial Secretary, H. K. O'Keefe; Treasurer, John P. Buckley.

ALTA EXPRESS.—Frank Reynolds of this enterprising establishment, will receive our best thanks for full and regular files of interior papers via Sacramento.

Board of Delegates.

An adjourned stated meeting of the Board of Delegates was held on Tuesday evening, August 17th, 1858, for the purpose of trying charges preferred by Chief Engineer Whitney, against No. 6, on complaint of No. 13.

C. S. Biden, President pro tem, in the chair.

The roll being called, twenty-nine members answered to their names.

The Chair stated the object of the meeting.

Mr. Cutter, counsel for the Department.

Mr. H. A. Cobb, counsel for No. 6.

The reading of the charges was called for, and the same having been read,

Mr. Cobb, counsel for No. 6, said, That no charges emanating from the Chief Engineer had been served upon his clients, and that those that had been received by them, were charges of a general nature; nothing being definite; that the same were illegal, void and of no effect, and he would therefore move that the whole matter be dismissed.

Mr. Cutter, counsel for the Department, said, That it was owing entirely to the inexperience of the Secretary that correct charges had not been served on Monumental No. 6, and he hoped the Board, upon such a mere technicality, would not dismiss the charges.

A long debate ensued, during which Mr. Jones read from the *FIREMAN'S JOURNAL*, a law which he argued was pertinent to the case.

Mr. Rand requested that the law should be read from the written laws.

The counsel for the Department, after looking it was not there.

Mr. Rand said he was aware the same had been stricken out when the laws were finally adopted, and he believed Mr. Jones would be right.

Mr. Jones said he had been in the Board for five years, and he would say for once his friend Rand was right.

Mr. Cobb having asked Mr. Ezekiel a question relative to the laws of the Department,

Mr. Jones wished to know, through the President, if Mr. Ezekiel was assistant counsel in the case.

Mr. Cobb explained, That wishing to find a certain law, he had merely asked Mr. Ezekiel a simple question in regard thereto.

Mr. Hossefross rose to address the Chair, and was called to order by Mr. Jones; who said as he was one of the party charged, he could not speak or argue the case.

Mr. Hossefross stated he merely rose for information.

The Chair decided Mr. H. out of order.

Mr. Rand rose for information, if the charges were now dismissed, could they not be brought against the proper parties?

The Chair said they could.

The ayes and nays were called for on Mr. Cobb's motion, when the reading of the charges were called for.

Mr. Cobb, counsel for No. 6, objected to the reading of the charges preferred by the Chief, as his clients had nothing to do with them.

Mr. Cutter, counsel for the Department, said he hoped both charges would be read; and he trusted the technicality would not be taken advantage of, as it was done through the inexperience of the Secretary.

The Board decided to have them both read, and they were read.

After the reading, Mr. Jones asked leave to speak once more; to which Mr. Gough objected, as Mr. Jones "once more" was all the time.

The President pro tem, asked the Board if they would allow Mr. Jones to speak; and none of the members answering, Mr. Jones made a long speech, until Mr. Cobb, as counsel for No. 6, objected to some remarks made by him, as he was prejudging the case, and appealed to the Chair.

The Chair decided Mr. Jones was right, and to go on and speak, which he did, and then asked for the complaint, which having been read, he offered the following amendment to the motion of Mr. Cobb: That the counsel for the Department draft the proper charges and specifications preferred by the Chief Engineer against Monumental No. 6, in accordance with the complaint.

The President pro tem, said it must be a substitute, and not an amendment.

Then Mr. Jones said let it be a substitute, and it was made a substitute.

Some remarks were made by the counsel for defendants, when the question was taken on the substitute and adopted; ayes, 18—nays, 11.

Messrs. Hossefross and Chase having voted on the substitute, as representatives from their company.

Mr. Jones rose to inform the members, whether those gentlemen had a right to vote?

The Chair decided they had not.

An appeal was taken from the decision of the Chair, and it was not sustained.

Mr. Jones moved, that the charges pending this evening, be dismissed.

The Chair decided, the motion out of order.

Mr. Less rose to a question of privilege, and not being allowed a privilege,

The Board adjourned.

Painting and varnishing doors of House of Empire 1.	40 00	\$116 00
Painting and varnishing doors of House of Empire 2.	14 50	
Repairs to House of Empire 2.	197 00	211 50
Overhauling and putting in complete repair, Engine of Howard No. 3.	660 00	
Rep. Hose Carriage of California No. 2.	5 00	
Doors and windows, setting glass, whitening walls and ceiling, painting and varnishing doors and windows of House of California No. 4.	200 00	205 50
Painting and varnishing doors of House of Monumental No. 6.	60 00	
Rep. Engine and Hose Carriage of Pacific No. 8.	119 50	
Altering and repairing front for reception of Engine Pacific No. 8.	47 45	
Repairing and whitening walls and ceiling, roof and front of House; painting and varnishing doors and windows, grinding and setting lights of glass to House of Pacific No. 8.	181 00	347 95
Repairing Engine and wheels, and varnishing body of Engine Vigilant No. 9.	172 00	
Repairing doors and windows, painting and varnishing same.	63 00	235 00
Repairing Engine and varnishing spindles, new blunderbuss, Crescent No. 10.	47 00	
Painting and graining doors and windows, varnishing same.	40 00	87 00
Rep. Engine No. 10.	9 75	
Painting, graining and varnishing doors and windows of House Columbia No. 11.	50 00	59 75
Rep. Relief Engine Pennsylvania 12.	5 00	
Overhauling, repairing, painting and varnishing large Engine of First and Volcanos.	990 00	995 00
Painting and varnishing doors of St. Francis Hook & Ladder Co. No. 1.	50 00	
Rep. Engine of Laidley Co. No. 2.	15 00	
Painting and varnishing doors and windows of House of Lafayette Co. No. 2.	29 00	35 00
Rep. Relief Engine No. 3.	3 00	
Six new sections for same.	158 00	
Rep. Hose Carriage No. 12.	30 00	
24 lbs. paint furnished Corporation for Relief Engines and Hose Carriages.	9 00	
For Oil, Camphene, Emery, and two loads of water for Corporation.	3 50	
For hauling Relief Engine to and from Corporation Yard, carting wheels of Vigilant No. 9 from the shop, hauling Engine No. 9 to and from shop, to and from House of Pacific No. 8.	8 00	
Rep. City Hall bell, new slide and slides, new key and nuts.	22 00	
One hundred gallons of foot oil for greasing hose.	100 00	
Two new "Western" covers, one at corner of First and Volcanos, and one corner of Kearny and Pine streets.	12 00	
Total amount.	\$4,227 20.	
E. R. R. WHITNEY, Chief Engineer S. F. F. Department.		

Letter from Mr. W. C. Felch.

SACRAMENTO, Aug. 16, 1858.

Editor Fireman's Journal.—In an article signed "Slumgullion" in your last issue, I observe several inaccuracies relating to myself which seem to have been intentional, as the author is evidently fired with spleen against me. It is as difficult to reply appropriately to an unseen enemy as it is cowardly on his part to make a covert attack; simple facts, however, may be given. He remarks that "Felch did not even get the delegation of his own Company to vote for him, but uttered anathemas loud and deep on the new Board for its treachery." This is all false; The vote on the first ballot stood thus: Hosack 5; Felch 4; Cummings 4; Hayden 2; and Sweetzer 2; both of 4's declared voting for Felch. On the subsequent ballots, one of 4's declared (as he had previously threatened, from acrimonious feelings) voted against Felch.

I have never on any occasion uttered a syllable "against the new Board for its treachery," but on the contrary, entertain the highest respect for the members of that body, with most of whom I have long been associated, as I hope to be for the future. There was no treachery to me on their part, because no delegate was pledged to me or even asked by me to vote. It is a matter of regret that Mr. Numbeullion or any correspondent who has so little regard for truth and fairness should be allowed to vent his prejudices and misrepresent any member of the Department, through the columns of a respectable paper.

W. C. FELCH.

INSURED.—Graham, an ex-member of Monumental 6, was run over on Saturday night last, by the engine, at the corner of Kearny and Pine streets while proceeding to the fire in the eighth district. His right leg was badly crushed, and his left horribly bruised from his foot up. He was at the residence of Mr. Wootter, gratuitously, and removed to his residence corner Powell and Sutter streets, where he now lies. His injuries will confine him for several months. Although not a member or volunteer of the Company, the Monumentals are taking every care of him, and made up a subscription of more than a hundred dollars for his family.

GRAVEY TO GAY.—The mourning was removed from the house of Knickerbocker 5, on Wednesday, and several flags hoisted to the peak, as a joyful expression of gratitude and pleasure on the part of the Company, upon receiving intelligence, that Messrs. Riley, Mills, and the Kennards, members of No. 5, were not drowned in Fraser river, but were winning on their claim at New York Bar. Mr. W. B. Fairman sent this intelligence, and it may be looked upon as reliable.

THE BRANNAN.—This borrowed and useless engine, was out on Thursday evening, manned by 21 men testing the strength of the Grenoble hose. She threw 142 feet through an inch and a half nozzle! The hose withstood this great pressure very well; the only objection to it being, that in drawing it backwards and forwards, it kinks very much. It has been hung up wet to see whether it will mildew or not.

EXPENSE HOUSE.—At a meeting of this Company James Lanham was elected Foreman; H. N. Squire, 2d Assistant Foreman; J. H. Ranyan, Secretary, and Richard Petch, Treasurer.

Requisition of the Chief Engineer.

OFFICE OF CHIEF ENGINEER S. F. F. D., August 17th, 1858.

To the Fire and Water Committee of the Board of Supervisors:

GENTLEMEN:—Accompanying this communication, I submit for your examination and approval the amount necessary for the repairs mentioned in my last quarterly report. They are as follows:

For rep. Engine of Empire 1. \$76 00

Painting and varnishing doors of House of Empire 1. 40 00 \$116 00

Repairs to House of Empire 2. 14 50

Doors, putting in new transom, and glazing the same; rep. floor and side walk; whitening walls and ceiling; painting and varnishing doors to House of Manhattan No. 2. 197 00 211 50

Overhauling and putting in complete repair, Engine of Howard No. 3. 660 00

Rep. Hose Carriage of California No. 2. 5 00

Doors and windows, setting glass, whitening walls and ceiling, painting and varnishing doors and windows of House of California No. 4. 200 00 205 50

Painting and varnishing doors of House of Monumental No. 6. 60 00

Rep. Engine and Hose Carriage of Pacific No. 8. 119 50

Altering and repairing front for reception of Engine Pacific No. 8. 47 45

Repairing and whitening walls and ceiling, roof and front of House; painting and varnishing doors and windows, grinding and setting lights of glass to House of Pacific No. 8. 181 00 347 95

Repairing Engine and wheels, and varnishing body of Engine Vigilant No. 9. 172 00

Repairing doors and windows, painting and varnishing same. 63 00 235 00

Repairing Engine and varnishing spindles, new blunderbuss, Crescent No. 10.	47 00	
Painting and graining doors and windows, varnishing same.	40 00	87 00
Rep. Engine No. 10.	9 75	
Painting, graining and varnishing doors and windows of House Columbia No. 11.	50 00	59 75
Rep. Relief Engine Pennsylvania 12.	5 00	
Overhauling, repairing, painting and varnishing large Engine of First and Volcanos.	990 00	995 00
Painting and varnishing doors of St. Francis Hook & Ladder Co. No. 1.	50 00	
Rep. Engine of Laidley Co. No. 2.	15 00	
Painting and varnishing doors and windows of House of Lafayette Co. No. 2.	29 00	35 00
Rep. Relief Engine No. 3.	3 00	
Six new sections for same.	158 00	
Rep. Hose Carriage No. 12.	30 00	
24 lbs. paint furnished Corporation for Relief Engines and Hose Carriages.	9 00	
For Oil, Camphene, Emery, and two loads of water for Corporation.	3 50	
For hauling Relief Engine to and from Corporation Yard, carting wheels of Vigilant No. 9 from the shop, hauling Engine No. 9 to and from shop, to and from House of Pacific No. 8.	8 00	
Rep. City Hall bell, new slide and slides, new key and nuts.	22 00	
One hundred gallons of foot oil for greasing hose.	100 00	
Two new "Western" covers, one at corner of First and Volcanos, and one corner of Kearny and Pine streets.	12 00	
Total amount.	\$4,227 20.	
E. R. R. WHITNEY, Chief Engineer S. F. F. Department.		

Letter from Mr. W. C. Felch.

SACRAMENTO, Aug. 16, 1858.

Editor Fireman's Journal.—In an article signed "Slumgullion" in your last issue, I observe several inaccuracies relating to myself which seem to have been intentional, as the author is evidently fired with spleen against me. It is as difficult to reply appropriately to an unseen enemy as it is cowardly on his part to make a covert attack; simple facts, however, may be given. He remarks that "Felch did not even get the delegation of his own Company to vote for him, but uttered anathemas loud and deep on the new Board for its treachery." This is all false; The vote on the first ballot stood thus: Hosack 5; Felch 4; Cummings 4; Hayden 2; and Sweetzer 2; both of 4's declared voting for Felch. On the subsequent ballots, one of 4's declared (as he had previously threatened, from acrimonious feelings) voted against Felch.

I have never on any occasion uttered a syllable "against the new Board for its treachery," but on the contrary, entertain the highest respect for the members of that body, with most of whom I have long been associated, as I hope to be for the future. There was no treachery to me on their part, because no delegate was pledged to me or even asked by me to vote. It is a matter of regret that Mr. Numbeullion or any correspondent who has so little regard for truth and fairness should be allowed to vent his prejudices and misrepresent any member of the Department, through the columns of a respectable paper.

W. C. FELCH.

INSURED.—Graham, an ex-member of Monumental 6, was run over on Saturday night last, by the engine, at the corner of Kearny and Pine streets while proceeding to the fire in the eighth district. His right leg was badly crushed, and his left horribly bruised from his foot up. He was at the residence of Mr. Wootter, gratuitously, and removed to his residence corner Powell and Sutter streets, where he now lies. His injuries will confine him for several months. Although not a member or volunteer of the Company, the Monumentals are taking every care of him, and made up a subscription of more than a hundred dollars for his family.

GRAVEY TO GAY.—The mourning was removed from the house of Knickerbocker 5, on Wednesday, and several flags hoisted to the peak, as a joyful expression of gratitude and pleasure on the part of the Company, upon receiving intelligence, that Messrs. Riley, Mills, and the Kennards, members of No. 5, were not drowned in Fraser river, but were winning on their claim at New York Bar. Mr. W. B. Fairman sent this intelligence, and it may be looked upon as reliable.

THE BRANNAN.—This borrowed and useless engine, was out on Thursday evening, manned by 21 men testing the strength of the Grenoble hose. She threw 142 feet through an inch and a half nozzle! The hose withstood this great pressure very well; the only objection to it being, that in drawing it backwards and forwards, it kinks very much. It has been hung up wet to see whether it will mildew or not.

EXPENSE HOUSE.—At a meeting of this Company James Lanham was elected Foreman; H. N. Squire, 2d Assistant Foreman; J. H. Ranyan, Secretary, and Richard Petch, Treasurer.

Requisition of the Chief Engineer.

OFFICE OF CHIEF ENGINEER S. F. F. D., August 17th, 1858.

To the Fire and Water Committee of the Board of Supervisors:

GENTLEMEN:—Accompanying this communication, I submit for your examination and approval the amount necessary for the repairs mentioned in my last quarterly report. They are as follows:

For rep. Engine of Empire 1. \$76 00

Painting and varnishing doors of House of Empire 1. 40 00 \$116 00

Repairs to House of Empire 2. 14 50

Doors, putting in new transom, and glazing the same; rep. floor and side walk; whitening walls and ceiling; painting and varnishing doors to House of Manhattan No. 2. 197 00 211 50

Overhauling and putting in complete repair, Engine of Howard No. 3. 660 00

Rep. Hose Carriage of California No. 2. 5 00

Doors and windows, setting glass, whitening walls and ceiling, painting and varnishing doors and windows of House of California No. 4. 200 00 205 50

Painting and varnishing doors of House of Monumental No. 6. 60 00

Rep. Engine and Hose Carriage of Pacific No. 8. 119 50

Altering and repairing front for reception of Engine Pacific No. 8. 47 45

Repairing and whitening walls and ceiling, roof and front of House; painting and varnishing doors and windows, grinding and setting lights of glass to House of Pacific No. 8. 181 00 347 95

Repairing Engine and wheels, and varnishing body of Engine Vigilant No. 9. 172 00

Repairing doors and windows, painting and varnishing same. 63 00 235 00

| Repairing Engine and varnishing spindles, new blunderbuss, Crescent No. 10. | 47 00 | |
| Painting and graining doors and windows, varnishing same. | 4 |

